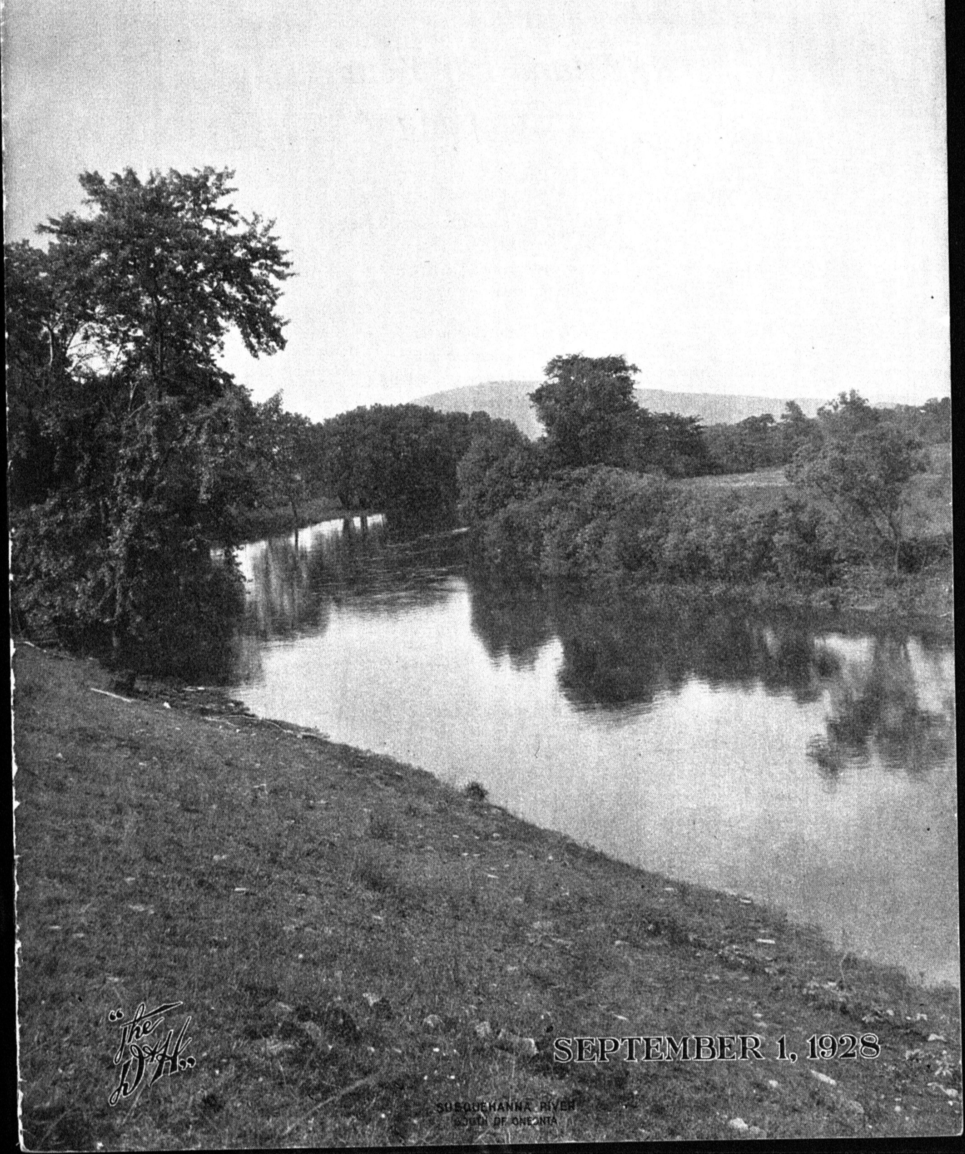
THE DELAWARE AND HUDSON COMPANY BULLETIN



SEPTEMBER 1, 1928

SUSQUEHANNA RIVER
SOUTH OF ONEONTA

Stand By Your Company

IF YOU think your company's best,
Tell 'em so.
If you'd have it lead the rest,
Help it grow.

When there's anything to do
Let the fellows count on you—
You'll feel bully when its through,
Don't you know.

If your'e used to giving knocks,
Change your style;
Throw bouquets instead of rocks
For a while.

Let the other fellow roast,
Shun him as you would a ghost,
Meet his hammer with a boast
And a smile.

When a stranger from afar
Comes along,
Tell him who and what you are—
Make it strong.

Needn't flatter, never bluff,
Tell the truth, for that's enough;
Join the boosters—they're the stuff—
Sing your song!

—*Wooden Ware Log.*

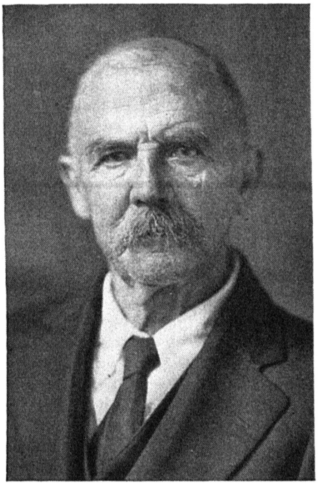
The
DELAWARE AND HUDSON COMPANY
BULLETIN

Vol. 8 Albany, N. Y., September 1, 1928 No. 17

Fifty-two Years At One Station

Leaving His Home in Canada, in 1875, One of Our Veterans Came to Port Henry Where He Worked Continuously For Fifty-two Years

SEPTEMBER is here again with its hosts of school children seeking out once again their class rooms and about to settle down to another school year of work. Yet there is a greater school of which we are all graduates whether we choose to be or not. It is a school in which we start to work as soon as we are able for the first time to creep around the room. Our schooling lasts until we are no longer able to be about. We are all pupils in the great school of experience.


LINDSEY H. HOLLISTER

After a time, along with our studies in this great school, we are able to also serve as teachers. We may hand down our knowledge to others so that they need not suffer the same pit falls that we did. Parents are all teachers of this school. Supervisors of all sorts are also on the faculty. If they have done no other thing worth while in life, yet have passed on the benefit of their experiences to others they have done a service to mankind which should not go unappreciated.

One teacher of this school whose work will long be remembered by Delaware and Hudson folk in and about Port Henry, N. Y., and by our patrons as well, is **Lindsey H. Hollister**, pensioned baggageman, who was retired February 1, 1928, after having served our company continuously for fifty-two years.

He was born November 18, 1855, in Morrisburgh, Province of Ontario, Dominion of Canada. His first employment, at home, was dealing with eggs. While this was not entirely to his liking he could find nothing better in his home town. One day he received a telegram from his brother-in-law, who was our agent at Port Henry at that time, asking him if he would care to work at that station. Two men, it seems, were going to remove to Texas and it was their vacancy that he would be required to fill. So it was that on October 22, 1875, he left his home and traveled by rail to Rouses Point.

At that time our line had not been completed north of Port Henry and he was therefore forced to complete his journey by boat from Rouses Point. He well remembers the day when he stepped from the boat and viewed for the first time the town which was to be his home from that time until the present.

He began work at the rate of $30 per month. When we consider that he only had to pay $15 per month for board and room, however, we can become a bit reconciled to that small pay. Shortly after his arrival he found a pressing need for a suit. He had one tailor made, in Plattsburg, and although he wore it for some years, it only cost him $25. One could hardly buy a suit nowadays of any quality at all for double that price.

Time has not dimmed the memory of those years of faithful service. Shortly after he began work there his brother-in-law, a Mr. Sherwood, resigned to accept other employment and his vacancy was filled by a Mr. Elkins from Plattsburg. Unfortunately, this gentleman was later decapitated in an accident. A fireman by the name of Sewell followed Elkins. He was followed by Charles Parker. The agent previous to the present agent was a man by the name of Bate, who was succeeded by THOMAS BREEN who is now agent at Port Henry.

Harking back to school once more it might be interesting to note that MR. HOLLISTER'S public schooling was over when he was twelve years of age. Circumstances rendered it necessary that he work for his own living at that age. Yet one can gain a very practical education by simply minding the daily lessons taught by experience. It may be truthfully said, therefore, that MR. HOLLISTER was an experience-taught man.

When MR. HOLLISTER arrived at Port Henry, Lake Champlain extended all the way up to the tracks. The station being on the lake side was of necessity raised on wooden piles. Shortly after his arrival it was moved to the other side of the track to its present location.

Unfortunately he bears two reminders of his days of work with the company. On one occasion while handling freight, two boxes caught his hand, breaking two fingers badly. There was no physician available at the time and his fingers were never set properly. It is on that account that his fingers are bent to one side and the swelling never went out of them so that they are slightly over normal size.

MR. HOLLISTER was united in marriage with Miss Celia Carkhear shortly after his arrival at Port Henry. Some years ago she died, and was survived, beside himself, by a son and two daughters. He is at present living with one of his daughters.

Waxing philosophical, MR. HOLLISTER remarks that there were three of the old school graduates at Port Henry until recently. They habitually got together now and then to talk over old times and revel in the memories of those days forgotten by all save them. Death claimed one recently, in the person of Timothy O'Connor, a pensioned trainman. The other, Del Moore is now lying on a sick bed from which, physicians say, he will never arise.

Therefore, MR. HOLLISTER is content to bide his time sitting on his porch smoking his pipe, dreaming of the days, now but memories, when he was an active member of our great family. MR. HOLLISTER did not want to be retired. He would rather have worked on than rest in idleness, but fifty-two years of work in a freight house has taken his strength and it had to be so.

If there is anyone, however, who knew MR. HOLLISTER while he was at work with our company, who would enjoy talking over old times with him, it would please him very greatly if that party, or parties, would seek him out at his home, 18 Jackson Street, Port Henry, N. Y., and pay him a visit. Like the veterans of our Civil War, the ranks are thinning out. While shoulders are stooped and age adds its infirmities, the firey spirit is still nurtured within them.

Which Kind Are You?

THIS article explains the administrative machinery set up in one company whereby each foreman is the target of the others. Each is required to defend his own department, or to accept as potential betterments, suggestions made by the others.

"The Greater Efficiency Council" of all the foremen meets twice a month. At the first meeting, the foreman of the department chosen for study finds himself up for trial, so to speak. Each member will make from one to a dozen criticisms and suggestions for improvement. No criticisms are recognized unless they are constructive in character and a suggestion for improvement is offered at the same time. At the second meeting, the "accused" must answer each criticism or suggestion, advising what action he had taken toward adoption of each suggestion, or if not adopted, why. All criticism is made and received in a thoroughly impersonal sense.

Not only has the company benefited from a cost reduction viewpoint, but the foremen have been welded into a closer cooperative group, appreciative of each other's problems.—*Management Review.*

"Mamma," exclaimed Mary, bursting into the room, "they're teaching domestic silence at school now."

"You mean domestic science, dear," corrected her mother.

"Perhaps," interposed father mildly, "the little darling means what she says."—*Exchange.*

Back in the Gay Eighties

Interesting Booklet Describes Historical Points of Capitol District Years Ago, Giving Vivid Accounts of Each Spot As They Were in Those Days

LET'S flash back forty-eight years to the gay eighties when automobiles, airplanes and radio transmission were a then ephemeral vista of the future, when Rutherford B. Hayes was president and railroads and steamboat transportation in their infancy.

What about Albany and The Capital District in those days? How did the people get about and where did they go?

A gray-bound book treasured by Captain M. J. Powers, general passenger agent of the Delaware and Hudson railroad, and ordinarily securely locked in a bookcase in his offices, overlooking the Plaza, enlightens us.

It is called " The Summer Tourist," and the fly leaf says it is " descriptive of the Delaware and Hudson Canal Co.'s railroads and their summer resorts." The author is B. C. Butler, who also had written a book "Lake George and Lake Champlain." The date is 1880 and the book was issued by the general passenger department of the railroad.

At that time Thomas Dickson was president of the Delaware and Hudson Canal Co., precursor of the present Delaware and Hudson Railroad; C. F. Young, general manager, and Joseph Angell, general passenger agent.

Imagine a dining car meal for seventy-five cents. Yet that is what they cost in those days. The Chicago, Rock Island and Pacific railroad, in an advertisement in this book, showing a half section of its dining cars, announces this:

" We run palace sleeping cars for sleeping purposes, and dining cars for dining purpose only.

" Seventy-five cents pays for an entire meal. Do not counfound these cars with hotel cars."

Chapter one deals with the route from New York City to Saratoga Springs, via Albany. Among other things its says:

" The distance from New York City to Saratoga Springs is about 180 miles.

" Several routes present themselves to the tourist.

" The Day Line to Albany comprises the steamers 'Albany,' just built by the line, and the 'C. Vibbard,' which has been remodeled.

" The 'Albany,' built of iron, is the latest production in steamboats, and is all that skill, experience and money could make her. The steamers are sister boats, and have three boilers below deck, each having a separate smokestack—the first steamers so constructed.

" The dining rooms are on the main deck; and everything is so arranged that the passengers can enjoy every comfort.

" Leaving New York City daily, except Sunday, from foot of Vestry Street (Pier 39), North river, at 8:30 A. M., and pier foot of Twenty-fourth Street, North river, at 9 A. M., and making the important landings along the river, they arrive in Albany in time to connect with trains north and west."

The People's Line, with the commodious steamers " Drew " and " St. John " also are listed as operating between New York City and Albany, as are the Citizens' Steamboat company of Troy, with its steamers " Saratoga " and " City of Troy." The railroad was the New York Central and Hudson River. During the Saratoga season Wagner drawing room cars were attached to all trains.

The Capitol at Albany, Dudley observatory, Protestant Episcopal cathedral of All Saints in Elk Street, St. Agnes' Boarding and Day School, Child's hospital, the University of Albany, with law and medical schools attached and Albany Rural Cemetery are signaled out for especial attention.

The Polytechnic School and the Female seminary are mentioned as being in Troy. Among other things about this city, the book says:

" Immense iron manufacturies are located in the south part of Troy; and the fame of her steel works, stoves and rolling mills is too well established to require an extended description here. The establishment of Mr. Erastus Corning, where Bessemer steel is manufactured, is the largest of the kind in the United States and turns out annually thousands of tons of rails.

" The original 'Monitor,' whose exploits with the 'Merrimac' may be said to have changed the character of the war navies of the world, was in part built here."

The Delaware and Hudson Canal Company, at that time, controlled the Albany & Susquehanna railroad, 143 miles from Albany to Binghamton; the Rensselaer & Saratoga railroad, 101 miles from Albany to Rutland, Vt., and the New York & Canada railroad, 114 miles from Whitehall to Rouses Point, on the Canadian border.

Nevertheless, with all this railroad trackage, travel by stage was necessary in many instances. Six horse Concord coaches operated from North Creek where the railroad ended to Schroon Lake, Lake Luzerne and Blue Mountain Lake. Stage coaches also ran between Glens Falls and Caldwell.

Of Mechanicville, the book says.

"Mechanicville, thirteen miles from Troy, is a smart manufacturing town. A monument erected to the memory of Colonel Ellsworth of the famous Ellsworth Zouaves, will be found in the quiet cemetery on the hill.

"The new railroad route from Schenectady to the Hoosac tunnel here crosses the Hudson river upon a magnificent double-track iron bridge. This line is intended to connect the Erie Railway and The Delaware & Hudson Canal Company's railroad with Boston.

"A fort was on the elevated ground at the north end of the village; and a few rods below this were two long storehouses which did good service in General Gates' campaign of 1777 which resulted in the capture of General Burgoyne."

In view of the present effort to revive interest in Howe's Cave, "114 miles from Binghamton and thirty-nine miles from Albany," as the book puts it, what is written about that marvel of nature is of especial interest.

"This cave is one of the most remarkable curiosities in the United States," it reads; "for beauty, variety, and extent, it is only equalled by the Mammoth Cave of Kentucky, with the advantages of being more convenient of access, as the entrance to the cave is immediately at the railroad station. This great natural wonder, extending for miles beneath the surface of the earth, is lighted by gas.

"Among the prominent points of interest are the reception room, Washington Hall, Bridal Chamber, Haunted Castle, Music Hall and Chrystal Lake upon which are boats for the transfer of visitors across this subterranean water.

"The foot of the lake is brilliantly illuminated with gas jets, giving a beautiful view of the crystal waterfall, and cataract. Beyond the borders of the lake are Devil's Bateway, Museum, Uncle Tom's Cabin, Giant's Study, Pirate's Cave, Rocky Mountains, The Winding Wave and Grand Rotunda.

"Stalagmites and stalactites of varied and wondrous forms are seen on every side, assuming such shapes as only Nature, the greatest sculptor, could suggest; among these may be mentioned Lady Washington's Hood, Washington's Epaulet, the Harp and countless others.

"The average temperature of the cave is about sixty degrees during the entire year, seeming cool in summer and warm in winter. During the extremes of hot and cold weather it is a luxury to visit it. The air is pure and invigorating, and high medical authority has pronounced it decidedly beneficial to those afflicted with pulmonary or lung difficulties; and in several cases immediate relief has been experienced by those laboring under temporary colds, and depression of the lungs. No case is known where any person has taken cold while in the cave."

Lake Otsego lake region is described in detail and is redundant with reminiscences and references to James Fennimore Cooper and his celebrated writings.

"Near the village (Cooperstown) several points of interest deserve notice. 'Mount Vision,' on the east, approached by a romantic walk of half a mile, constitutes the opening scene of Cooper's 'Pioneers,' and as the name implies, commands a wide and sweeping view of the village, lake and Susquehanna valley.

"'Prospect Rock,' a little farther north, about 300 feet above the lake, which it well nigh overhangs, affords an exquisitely charming single vista of the river outlet, the Western Hills, and the far off southern valley.

"Not much farther on, and forming part and parcel of the same rocky ledge, stands 'Leather Stocking's Cave.' This wild crag, now so famous, is distinctly visible, and, with the aid of a good opera glass, may be quite satisfactorily examined from the deck of the steamer 'Natty Bumppo' as she furrows the placid waters below.

"'Hannah's Hill' (so named after Fennimore Cooper's eldest sister who was dragged to death while horseback riding) about half a mile from White Sulphur Springs on the west shore of the lake, is approached by a pleasant walk, and commands a most splendid view of the village itself.

"And now, at last, we come to Island Cottage. This charming spot, nearly opposite Sunken Island—site of Muskrat Castle in 'The Deerslayer'—comprises about twenty-five acres of beautiful

(*Turn to page* 270)

The Men Behind the Scenes

In Drama, Countless Unseen Workers Aid Their Actors; On Our Railroad, too, There Are Men Who do Their Bit Behind the Scenes

NO play, of any entertaining or educational value at all, was ever presented solely by actors and actresses. They in themselves present a colorless performance. They are therefore assisted in their work by countless scenes of every nature to lend a background to their art. Nor would their efforts be successful if they had to pause between each scene to change the background. The secret is simple. Behind the scenes there are others who take care of that in a very short time. Theirs is a profession in itself—only years of experience and tutoring can make a good stage hand. Then, too, additional life is lent to the play or drama by musicians, whether it be a single organist or a complete orchestra.

These are the men behind the scenes. It is true in every walk of life. There are always the men behind the scenes, unseen, yet ever working to keep the wheels of progress in motion. It is none the less true on a railroad.

Did you ever stop to realize what a complicated and titanic problem it is to keep the trains moving? Do you ever, while riding on a train, stop to realize the countless hands, eyes, and ears which are guarding your safety? Even before the train left the station someone had to see that the coaches and baggage cars were in repair, that they are clean and presentable. Someone had to see that there was a full crew on hand to take charge of the train over the road.

Once out of the station some unseen man throws the switches before you from a tower. At every station, tower and telegraph office the operator wires the time of arrival and departure of the train to insure against collision. There is a trackwalker ahead who has gone over the rails today to see that all are firm and unbroken. There is the dispatcher who keeps the trains moving, yet sees that there is no accident.

Once you have paid your fare the wheels of accounting departments are started to properly record and take care of the revenue. A railroad is indeed a complicated institution. For example just let's suppose.

Suppose the towerman forgot to throw the switch in front of the engine. What would be the result? Probably a collision, derailment with possible loss of life or limb.

Suppose the engineman up ahead, running the engine at a mile-a-minute speed should fall asleep. Even with automatic train control a stop indication would throw on the brakes so abruptly that it would cause untold discomfort to the passengers.

Passengers only see one or two, three at the most, of the men who run the railroad. There are countless others. They never tire—theirs is a calling which is ever pressing—they must not fail. There is probably no other organization where so much depends on the individual and so many individuals, as on the railroad. We as employes must each do our bit to see that the trains run safely yet on time.

Railroads are known for their on time performance. Countless instances are coming up daily where country and village folk have relied upon trains to set their time pieces. Only a short time ago a farmer's watch ran down. He was perplexed at first but upon remembering that a certain railroad's crack train passed at a certain time set his watch by it. A few days later while in the city he compared time with a jeweler and found that his watch was exactly right.

It is up to us, therefore to maintain that reputation for accuracy. Even though only a clerk we hold a niche in the great machine which no one else can hold as well as we. We should make it our aim, therefore, to see that we do our every task with accuracy and dispatch. There are only a few of us who are seen by the public. The others are unseen but are vitally necessary if the railroads are to carry on. It is therefore up to us to do our parts, even if we are behind the scenes.

"Where did the car hit him?" asked the coroner.

"At the junction of dorsal and cervical vertebrae," replied the medical witness.

The foreman of the jury rose from his seat.

"Man and boy, I've lived in these parts for fifty years," he protested, ponderously, "an' I've never heered o' that place."—*Exchange.*

The
Delaware and Hudson Company
BULLETIN

Office of Publication :
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

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Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 8 September 1, 1928 No. 17

September days are here once more,
And as the leaves begin to fall,
Dame Nature takes her brush in hand
To paint the fairest scenes of all.

A World Worth While

I HAVE just read with great pleasure a book entitled, "A World Worth While" written by W. A. Rogers, for many years the cartoonist of the New York *Herald* and before that, of *Life.* This book is more or less of an autobiography and brings us in close touch with cartoonists, writers, artists, statesmen and a number of lesser lights. The book is most interesting especially to people who have lived in New York for forty years or more. The book is filled with anecdotes and he ends it with this fine story:

On a summer's afternoon in 1902 a train loaded with passengers was ascending the last grade on its way to Lake George over a branch of The Delaware and Hudson railroad. It was drawn by two engines. At the throttle in the forward engine sat WILLIAM HOWE. He was a quiet man and in his home across Lake Champlain lived his wife and his children. Suddenly he saw, far up on the grade in front of him, a flat car, loaded high with huge timbers, coming toward him. It had broken loose on a side track at the top of the grade and was now on the main track, rushing down at ever increasing speed. A collision was inevitable, instant action was necessary; and WILLIAM HOWE's plan of action was made in the twinkling of an eye.

"Get over the tank," he said quietly to his fireman, "pull the pin when I slack up, and stay on the rear engine."

"But you," said the fireman.

"Never mind me. Do as I say."

The fireman obeyed. The forward engine whistled for the brakes, then it slackened speed for a moment. The fireman pulled the pin. Then with every pound of steam on, the throttle out full, the engine leaped forward toward the oncoming lumber car.

There was no time then for the engineer to jump; only a moment passed before his engine plunged into the towering pile of onrushing timbers.

But who shall say what thoughts passed through that quiet hero's brain in that moment as he went to his death? His duty to those people on his train, people he had never seen, but whose safety was sacred in his simple code—and then, his home across the blue lake, and—death.

It is a short story. It all happened in less time than it takes to give this simple outline of it.

WILLIAM HOWE did nothing daring, for to dare implies a chance of escape. There was no glory in it except the glory of God. But there was in it a most supreme self-sacrifice, a grandeur of lonely heroism never quite paralleled in any deed of which I know. I am indebted for these details to a very dear member of my family who was a passenger on that train.

A Poetic Booster

A S. PENNINGTON, operator at Anthony, has a unique method of soliciting business for the Orient. Recently he addressed a card to the Ranney-Davis Mercantile Company, Wichita, care of Hoyt. The card reads as follows:

Anthony, Kansas, Mar. 2, 1928

Hoyt: Car 6265, K. C. M. & O.
Loaded with salt and ready to go.
Will leave here tonight
Between now and daylight;
You should have it by Saturday noon;
And order another car soon.
The salt is the best and the price is low,
Please route them all via the K. C. M. & O.

G. W. Gorham, Agt.

Bill: "There are an awful lot of girls who do not want to get married."

Tom: "How do you know?"

"I've asked them."—*College Life.*

The Roads of the Romans

The Roman Roads Constructed Over Two-Thousand Years Ago Were Built So Well That Some Are Still in Use in France and Parts of Italy

THE rapid development of automobile traffic is making radical changes in road building and creating an extraordinary demand for new highways of great length and excellence. No other factor since the early days of military engineering, when roads were required for military purposes primarily, has led to so much road building. * * *

It was the Romans who were compelled to cover Europe and Asia with a series of great highways. They always had armies in the field and had a world-wide commerce to develop and defend. Their engineers proved to be as able and practical as their business men, and they traced the whole ancient world with roadways, aqueducts, bridges and camps that are still among the wonders of engineering skill. The army engineers of the Roman Empire, especially in the time of Julius Caesar, were called upon to carry through a great number of extensive highways. Many of these presented most difficult problems, but they were so well trained in "the art of directing the great sources of power in nature for the use and convenience of man" that they were not only able to complete their tasks effectively, but also to develop road building methods that have been accepted as models ever since.

Appius Claudius began the construction of the Appian Way, joining Rome with Brindisi, a dstance of 360 miles, in the year 312 B. C. This wonderful military highway was designed by the Roman engineers after thoroughly studying the commercial roads of the Carthaginians. Their plans were based on those of the Phoenicians, with improvements to meet Roman military needs. This was the illustrious forerunner of thirty other great military highways radiating out of Rome. Here is the method followed in constructing the Appian Way and other similar military highways:

Two parallel trenches were excavated about forty feet apart to mark the width of the road and its direction and to serve as water conduits for drainage purposes. The space between the trenches was leveled and paved with large stones. Three layers of crushed stone of different sizes were laid over this pavement base. These were rammed and tamped until solid and were usually about three feet in thickness. A top covering of cobble stones set in cement or pitch was placed above. This gave a roadway from six to twelve feet in depth from the stone base to the surface. Where soft soil or marshy ground was encountered a different form of construction was employed. A framework of wood, usually of oak, was laid. Rushes or straw was covered over the wood work to protect it from the lime in the cement, or it was coated with tar. Above the reeds a bed of broken stones was laid and consolidated with cement. This was called the rudus. One part of Roman cement to three parts of crushed stone was used. Above this bed a foot in thickness, a third bed of cement was laid. This was composed of bricks, broken tiles, stone and glass bound with cement. Upon this a paving of polygonal blocks jointed very carefully was placed as a covering and called the summum crustum, or surface layer.

The Roman Empire was divided into eleven main regions comprising Italy, Gaul, Britain, Spain, Illyria, Thrace, Asia Minor, Pontus, Egypt, Africa and the East. These regions were divided into 113 provinces, containing 372 main roadways aggregating 53,000 Roman miles.

The great military roads were called after the Consuls and Emperors, such as the Domitian and Flavian highways, or after the provinces, such as the Campanian, Praenestine, Tiburtine and Lalian highways.

Civil roads connected with the highways were called via, iter, divertium, callais or trames. A via was a road eight feet wide, while an actus was only half that width and was designed as a single carriage track. A callais was a winding road of narrow width in the mountains used for moving flocks and cattle to pasturage. The unpaved Roman roads were generally termed vias terranas. The road connecting Spain with Italy and passing through Nimes was an unpaved road that was only passable during the summer months. In the winter large parts of it were covered with mud which impeded traffic. * * *

The cement used for road making and bridge building by the Romans and other ancient peoples is known as Puzzolan or Roman cement. It was mostly a calcareous volcanic ash, which, when dried and crushed, quickly set after wetting. Today a similar cement is made by grinding together blast-furnace slag and a powdered slacked lime without calcination. Portland cement, a modern invention, is made by calcening to incipient fusion calcium carbonate, or limestone and chalk, and silicate of alumnia, or slate.

Roman roads were constructed with extreme care, regardless of expense; because like our railroads, they were the chief means of communication over the immense and wealthy empire. Tunnels, bridges, aqueducts, drainage canals and retaining walls were all carefully kept in first-class condition by a large highway staff. The Flammian way, crossing the Appenines, was a wonderful engineering feat. Innumerable bridges, culverts and tunnels were made on this road. One tunnel was more than 1,200 feet long, and the Appian way, near Aricca, was carried on a viaduct 800 feet long, with retaining walls 50 feet high. When the roads traversed level and low lands they were always elevated to a considerable height, so as to avoid flooding and to prevent the surprise or ambush of troops.

The curator viarum, or the imperial highroad commissioner, an important officer, was head of the road department, and he had a large number of divisional engineers serving under him. Julius Caesar once held the office of curator viarum, and it was while he held that office that he acquired his mastery of engineering which made him such a successful builder of roads, bridges and fortifications when he became a military leader.

Roman highways, for about fifteen or twenty miles at either end, were splendidly decorated with monumental arches, plazas and statuary. On either side of the road were beautiful public buildings, theaters, hotels, pleasure gardens and other structures and temples. A day's march amounted to about twenty miles and at such distances camps, hotels and military guard houses were built. Passengers were conveyed by chariots, wagons or litters. Horses, oxen, asses and, in the Asiatic provinces, elephants, were used to draw vehicles.

The distinguished feature of Roman roads, after their extraordinary solidity, secured regardless of expense, was their straightness. Roman engineers looked upon a road as a building requiring fine lines; an ornament as well as a very useful thing with numerous functions to serve. The military purposes required that a road should be a platform standing above the surrounding country so that good views could be everywhere obtained and where troops on the march could be protected from sudden assaults. The engineers planned their roads so as to avoid curves wherever possible. Some of their military roads have straight lines nearly four days' march, or eighty miles in length. Rapid planning was another cause of Roman roads being made straight. Most of the great provincial highways were built to facilitate special military excursions. The great Roman roads in France and Spain and the elaborate system in the British Isles were all built for military purposes, and they served these purposes excellently for over three centuries of Roman occupation. * * *

When the Western Roman Empire was destroyed, about 476, the European road systems constructed by engineers began to decay.

Trains On Time

MAY found our company still ahead of the other Class One railroads of the state in on time passenger train performance. Percentages of the four Class One roads of the state during the above month were as follows:

Delaware and Hudson..........	97.9
Delaware, Lackawanna & Western.	96.0
New York Central	93.2
Pennsylvania	93.1

Among our various divisions for the same period, the Champlain division, operating 844 trains, had a percentage of 99.3 on time. The Susquehanna division followed, with 98.1 per cent of its 750 trains on time. The Pennsylvania division was third, having 116 passenger trains, 97.4 per cent of which were run on time. Next the Saratoga division, with 2,016 trains, 97.3 per cent of which were on time.

If we wish to be just judges of all things, let us first persuade ourselves of this: that there is not one of us without a fault; no man is found who can acquit himself; and he who calls himself innocent does so with reference to a witness, and not to his conscience.—SENECA.

"Willie," asked the teacher of the new pupil, "do you know your alphabet?"

"Yes, Miss," answered Willie.

"Well, then," continued the teacher, "what letter comes after 'd'?"

"All the rest of them," was the triumphant reply.—*Western Christian Advocate.*

How to Prevent Accidents

Four Serious Injuries to Employes Analyzed With a View of Finding Wherein Lies the Fault Together With Steps to Prevent Repetition of Same

IN an interesting little circular, published by the Safety Section, of the American Railway Association for the month of July, there is contained a list of four accidents to varied classes of workmen, together with comment on how they could have been avoided.

The first deals with a track laborer who was caught by track frog being handled with rail derrick. This accident was caused by the breaking of a cable which allowed boom to fall. The defect was in the link of the cable, which was underneath the link guard and could not have been detected by ordinary inspection.

After the accident, the cable on the other end of the derrick was inspected by removing the link guard, and that cable, too, was found defective.

The lesson in this case is that these cables should be inspected with the greatest care, as often as may be necessary to insure their safety; the inspection should cover every inch of the cable, particularly where it is hidden from view.

A further lesson is, that the only safe thing to do is to stand from under loads being moved by cranes or derricks, so that if they fall no one will be injured.

Case number 2, deals with an operator of a locomotive crane caught under overturned crane. This accident was caused by an experienced crane operator throwing the wrong lever, which caused the boom of crane, carrying load, to swing away from the crane instead of toward it, as intended, with result that the crane turned over, catching operator underneath.

Having made error in throwing levers, this operator had three options of preventing this accident, as follows:

(a) He might have applied brake, thus arresting the swinging boom;

(b) He might have reversed the movement of boom;

(c) He might have released the load.

He did neither, but attempted to crawl out of the window of the derrick house, and was thus caught underneath the overturned crane.

Third. Laborer, seated on deck of locomotive crane, caught by swinging boom. This accident was due to laborer, violating instructions, sitting on deck of locomotive crane, in dangerous position, knowing that boom of crane was liable to be swung around any time.

This was a locomotive crane; the operator moved the crane and swung the boom around at the same time for the purpose of preparing for work when crane arrived at stopping point. The operator could not see the laborer seated on the deck of crane.

The lesson to be learned from this accident is that booms of cranes should not be swung while the crane is in motion, and that no one, under any circumstances, should place himself in position to be injured by the swinging booms of cranes.

The final case cited is of a drill pressman injured when chain to air hoist came unhooked.

This man was lifting an eccentric block with air hoist to place it on drill press. When part way up, the chain came unhooked, causing eccentric block to fall, striking him on foot.

Two lessons are to be learned from this accident:

First—The most painstaking care must be taken to see that not only the lifting devices themselves are in safe condition, but that the load is secured in such a manner that it will not slip from fastenings.

Second—It is not necessary for men to place themselves under a load in suspense, and they should at all times "KEEP FROM UNDER."

The Committee hopes that the disastrous experiences of these men may serve as a warning to others and thus prevent future accidents of the same kind.

Does it pay to master the art of handling materials scientifically? We are told that by speeding up transportation our railroads have reduced interest charges against commodities in transit by about $40,000,000 *a year. Just think, a one cent a ton variation in handling costs in transportation alone amounts to* $32,000,000 *a year for the United States!—From Tom Drier's Anvil in* FORBES.

Attention, Bowlers!

AS summer draws to a close and fall is in the offing, we have been requested to publish the following notice by PRESIDENT J. R. LINDSAY and E. J. RYAN, Secretary, of The Delaware and Hudson Athletic Association Bowling league:

"As arrangements for the 1928-1929 bowling season are now being made, those desiring to bowl this year will kindly hand in their names to MR. J. R. LINDSAY, Paymaster's office, or MR. E. J. RYAN, Auditor of Revenue's office, as soon as possible.

"It has been decided to install new alleys at the R. R. Y. M. C. A., Albany, and we are looking forward to a banner year.

"As in former years, the ten highest average men will be chosen to represent this company in the American Bowling Congress tournament at Chicago."

We are all looking forward to making this coming season the best ever and your hearty cooperation is enlisted to accomplish this aim.

* * *

THE Ladies Bowling League are planning to hold their Second Annual Field Day and Clam Steam on September 15, 1928, at Picard's Grove, Voorheesville.

During the afternoon games will be enjoyed. At five o'clock the steam will be served in the grove, after which dancing will be enjoyed for the remainder of the evening.

The assessment is $3.00. Tickets may be procured from any member of the League or from MR. J. R. LINDSAY of the Paymaster's office.

All who attend will be assured of a very enjoyable afternoon and evening.

What Is Management?

ORIGINALLY man was a farmer. He was merely a producer who consumed his own produce with no selling problems. But as population grew, industry began to subdivide, some farmers became craftsmen. The craftsmen needed tools. Tools have continued to multiply until today we have labor saving machinery which increases a thousand-fold the man-power of former days.

In the beginning the owner was usually the manager; he raised the money, managed the production and directed the selling. But as industry grew, outside capital had to be called in. Today we have ownership resting in enormous bodies of stockholders which choose a management outside themselves. The tendency now is to go one step further and make it possible for management to have a share in the results of the industry and thereby to promote a certain sense of ownership in management.

Management, today, has a triple responsibility—to the stockholders, to the employe, to the consuming public. In these days when capital comes from thousands of stockholders and employes, and distribution is national and sometimes international, management becomes distinctly a subject to be treated as a public trust.

Management has brought about the increased efficiency of production that is characteristic of today in three ways: first, by multiplying manpower by turning him into a director of mechanical power; second, by pooling the knowledge of one man with that of others, therefore multiplying the intelligence and direction with which his work is carried on; third, by scientific utilization of man's time, thereby enabling him to produce more in a reduced number of working hours.

It is of great importance today to offer an incentive to management. Management must not be looked upon as an individual, because it is a very large group of men in the big industries. These men co-ordinate the capital invested, the labor of the employes, and the securing of the good will of the public. They must be the most intelligent group possible. Everything must be done to secure and retain the best men for the specialized operations which they are to manage. —*Trade Winds.*

Railroad Definitions

Ticket Salesman—The man who says "Thank you" when you buy your ticket.

Trainman—One who helps you on and off the cars and sees that you are comfortable.

Agent—One who says, "Yes, your freight is here. I'm glad you shipped it over our line."

Conductor—The man with the smile who makes it a pleasure for you to give up your ticket.

Passenger Agent—The man with the white cap who likes to give you correct and helpful information.

Claims Paid Recently Total $65,602

SINCE the Group Insurance Plan was put into effect January 1, 1922 a total of $1,817,438 has been paid to Delaware and Hudson employes or their beneficiaries. During this time 6,733 claims have been paid, or on an average one claim for each two employes of the Company.

Since a like table was published in the issue of *The Bulletin* dated May 1, 1928, forty claims have been paid to beneficiaries of employes either in active service or on the pension roll. These claims, totaling $65,602.18, were as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	CLAIM
Austin, David	Laborer	Colonie Shops	June 9	$1,000.00
Brown, John Sylvester	Laborer	Wilkes-Barre	April 13	$1,400.00
Clapp, Fremont	Laborer	Colonie Shops	April 20	1,000.00
Cleghorn, John E.	Machinist	Colonie Shops	April 5	2,000.00
Cleghorn, Thomas C.	Trainman	Green Island	May 21	1,800.00
Colwell, Fred	Conductor	Carbondale	June 5	2,600.00
Curry, John A.	Coach Cleaner	Colonie	June 5	1,200.00
Charbonneau, Amady T.	Cr. Flagman	Plattsburg	May 15	$2,000.00
Couse, George (P)	Engineer	Binghamton	March 7	500.00
Dugan, Daniel J.	Watchman	Binghamton	March 1	1,400.00
Decker, Lysle E.	Janitor	Carbondale	June 8	1,000.00
Edmunds, William	Gateman	Mayfield	May 15	1,000.00
Ehrhardt, Leonard	Helper	Carbondale	May 1	†3,200.00
Flynn, Patrick J.	Gang Foreman	Carbondale	April 28	2,800.00
Hickox, Barton	Cr. Watchman	Bainbridge	April 20	1,200.00
Huddy, Richard H.	Conductor	Wilkes-Barre	May 25	2,400.00
Harper, William O.	Conductor	Wilkes-Barre	March 24	†5,200.00
Johnson, Royal C.	Special Clerk	Albany	April 22	3,000.00
Jenkins, Earl	Timekeeper	Thompson	May 23	1,000.00
Kuzmack, John L.	Telegrapher	Carbondale	May 20	1,800.00
Lewis, William E.	Turntable Operator	Wilkes-Barre	June 20	*902.18
Lukitus, Peter	Cr. Watchman	Hudson	May 11	500.00
Lingo, John	Laborer	Carbondale	April 6	1,000.00
McGuigan, Anthony	Gateman	Green Ridge	June 8	1,000.00
Mattice, William (P)	Engineer	Colonie	April 12	1,000.00
McCann, Frank E.	Trainman	Binghamton	April 1	1,600.00
McGarry, Henry	Laborer	Carbondale	April 4	500.00
Murray, William J.	Watchman	Green Island	April 7	1,000.00
Platt, Herman (P)	Conductor	Albany	April 19	500.00
Phillips, George S.	Engineer	Whitehall	April 17	2,000.00
Reenan, John	Tool Room Attdt.	Colonie	June 8	1,400.00
Ryan, Michael	Trackwalker	Green Island	May 28	1,000.00
Roach, John	Watchman	Binghamton	March 30	1,200.00
Robson, Thomas	Gateman	Scranton	April 17	1,000.00
Roll, John	Cr. Watchman	Green Ridge	April 25	1,000.00
Schmitt, John	Boilermaker Grateman	Oneonta	June 14	†3,600.00
Smith, Fred Gardner	Machinist	Fort Edward	June 25	2,600.00
Searfoss, Albert F.	Engineer	Wilkes-Barre	April 11	3,400.00
Wetterow, George	Trucker	Wilkes-Barre	June 4	500.00
Whittaker, Frederick S.	Car Inspector	Honesdale	May 19	2,400.00
			Total	$65,602.18

(P) Indicates pensioned employe.

† Includes payment under accidental death option.

* Indicates balance due after benefits had been paid under claim for Total and Permanent Disability Insurance, employe dying while on claim.

Back in the Gay Eighties

(Continued from page 262)

land, including a sightly shelf overlooking the lake."

The Hotel Fennimore and the Cooper House were the two principal hostelries in Cooperstown at this time.

In the description of Saratoga Springs, Captain Powers' little booklet describes the various hotels then dotting the spa, including the United States and Grand Union hotels, still the two leading hostelries there. In speaking of the United States hotel, the book says:

" It occupies the location which was covered by the old United States, for a long time a favorite resort of the fashionable world.

" In July, 1865, this hotel was accidentally destroyed by fire. For seven years the site remained unoccupied, until, in November, 1872, ground was broken for a new hotel, which, it was determined, should outrival in accommodation, elegance and splendor, all the hotels that had been, or then were existing in the world.

" The structure was two years in building, and the expense was more than $1,000,000. All that the skill of architects and experience of a century could furnish or suggest were concentrated there; and the result is shown in an edifice of royal extent and princely magnificence. No place but Saratoga could produce a hotel so fitting and appropriate in its design and appointments.

It covers and encloses about seven acres of ground. There are 916 sleeping apartments, to which access is obtained by ten stairways and two elevators. The piazzas extend half a mile in length and encircle the court which when illuminated at night by gas and calcium lights and enlivened with the superb music of Stubs' band, form a scene of enchantment that almost realizes the tales of the "Thousand and One Nights."

Such was the splendor and the beauty of those days as described in this little booklet.

Cost of Family Dwellings

AN interesting trend of costs for family dwellings is given in a recent study made by the Department of Labor in connection with permits for dwellings issued in 257 cities, which shows the average cost each year, 1921 to 1927, of dwelling accommodations per family in each of the different kinds of dwellings for which permits were issued in 257 identical cities from which reports were received every year.

The costs as stated are estimated costs, given by the builder at the time of applying for his permit to build. These figures apply only to the cost of the building, the cost of the land not being included. There may be a profit or loss between the cost to the builder and the cost to the later home purchaser.

According to the costs as stated on the permits issued in these 257 cities in 1921, the average expenditure for a one-family house that year was $3,972. There has been an increase in the estimated expenditure for this type of dwelling each year over the preceding year since that date. In 1927 the average expenditure for one-family residences was $4,830, which is 21.6 per cent more than the average expenditure in 1921.

The average expenditure for two-family dwellings also climbed steadily until a peak was reached in 1926. The per family expenditure for this kind of dwelling decreased, however, in 1927. In 1921 there was an average expenditure of $3,762 per family for two-family dwellings. By 1926 this average cost had increased to $4,480 where it was 19.1 per cent higher than in 1921. The average expenditure decreased to $4,368 in 1927, which was 16.1 per cent above the average cost of 1921.

The average per family expenditure for apartment houses has shown no steady trend. The average per family cost was $4,019 in 1921. In 1922 a low point of $3,880 was reached, then an increase for the next two years, a peak for the seven years of $4,418 being reached in 1924, two more years of declining expenditures in 1925 and 1926 and a small upturn in 1927. The average per family expenditure for dwelling units in apartment houses stood at $4,170 in 1927, which was only 3.8 per cent above the 1921 cost.

The above figures show the change from year to year in the amount expended per housing unit. The figures must not, however, be interpreted as showing the change in the cost of building a house each year on identical plans and specifications. Plans and specificatios may change from year to year and cheaper or costlier houses built. The figures show only what was spent on the buildings constructed.

Sickness in industry has taken seven out of the three hundred working days of each year. In the average family of five, it takes a toll of at least fifty days out of the living days of the year. Yet people are so cock-sure that they are in no danger of becoming sick that they steadfastly refuse to take the precautions of a periodic physical examination or protect themselves and those dependent upon them, with sickness insurance,

Clicks from the Rails

Baby "Hippo" Holds Record

Francis Creek, Wis., experienced a strange adventure recently. A baby hippopotamus was born on a flat car at that point and the train was held up until it was ascertained that he would be none the worse for the adventure. He was immediately christened "Roller" because of the fact that he was rolling along when he arrived. He is valued by his owner at $15,000. He also holds a unique record. He is one of three hippos to be born in this country but he put one over on them, they were born in zoos, he on a railroad car.

* * *

Appetite Helps Wages

Ivan Krasnoglazob (which is Russian for Ivan the red-eyed) ate so much that government officials were forced to double his salary.

Ivan is more than seven feet tall and correspondingly stout. He works on the Turkestan-Siberia railroad and can shift a rail that would tax the strength of several men.

He complained that his salary was insufficient to pay for the ten to fifteen pounds of bread he eats every meal.

The local economic commission decided that his work was cheap at half the price and ordered his pay doubled.

* * *

Speed Not Intentional

A truly British story has just filtered across to this side. It seems that one of the volunteer drivers of the London-Liverpool express performed the truly remarkable feat of bringing the train into Lime Street station twenty-five minutes ahead of time. The passengers went forward in a body to thank him. A pale green face emerged from the cab. "Don't thank me," he gasped, "thank your lucky stars; I only found out how to stop this thing five minutes ago."

* * *

Half of the railroads operated in Greece are supervised by the government. Only two private lines have proven profitable during the past few years. Out of 2,848 miles of railroad track, 1,425 is government operated.

A Railroading Family

With a total of 260 years of combined services as employes of the New York Central Railroad company, ten men and one woman, members of the Welch family, natives and former residents of Clyde, N. Y., for many years are believed to hold the rcord for having the most members of a family in the employ of any railroad company in this country.

Richard A. Welch is the oldest of the company, having been in its service fifty-five years. J. H. Welch, conductor on the Empire State Express, has been railroading fifty-three years, and a sister of the two men carried water to a section crew while working on the tracks near Clyde many years ago.

* * *

Taxes Doom Railway

The Binghamton Railway Company will abandon its franchise and take up its tracks on State Street, from Henry to Lewis Streets and on Lewis Street from State to Chenango Street.

The company by this move will save approximately $18,950 it would have to pay as a paving tax on State and Lewis streets, being required to pay all the cost of paving between the rails and two feet outside of the rails.

* * *

A Railway Church

The Missionary Baptist Church of Montgomery, Ala., calls itself a "railway church" and quite rightly, since, of its 1,640 members, 1,200 are railway employes,, their wives, sons or daughters. The Atlantic Coast Line claims 500 members the Louisville and Nashville 300, the Western of Alabama 300, and the Mobile and Ohio 100.

* * *

World's Largest Omelet

The world s largest omelet was made recently on a railway line at the station of Sassuole, when a collision occurred between a freight train and a light engine.

The crates which contained 150,000 eggs were smashed by the violence of the shock and partially cooked by the steam escaping from the demolished light engine.

Train Crew To The Rescue

A Reading Railway freight train was stopped recently when cries for help were heard from an automobile stopped beside the roadway. The crew rushed to the scene and found a negro who had robbed a lady of $800.

After a brief chase the negro was caught and the money returned to the lady, who drove on in haste. In her hurry she left $154 behind and she has not been located since. In the meantime the whistle of a passenger train warned the men that they must get their train off the main line to avert collision and they hurried back to duty, having done their good turn for that day.

* * *

Fireman Saves Many Lives

Risking death, Arthur Bien, fireman of the Baltimore and Ohio climbed out on the running board of a speeding locomotive and released the steam from the boiler when a connecting rod broke and tore up the road bed. He feared that if the engine left the rails that the boiler would explode, probably at the cost of many lives.

It was stated at Baltimore and Ohio headquarters after the investigation that Fireman Bien would be highly commended for his brave act.

* * *

Do John Smiths Run Railroad?

On the Baltimore and Ohio Railroad there are fifty-two John Smiths. There are five trainmen, four trackmen, four yard employes, three machinists, three laborers, two agents and two clerks, two engineers, two pipefitters, two truckers. The others run to jobs of the yard and the shops, with few exceptions. Only six hold inside office jobs; the rest are in the shops, the yards, in warehouses and at crossings.

* * *

Automobile Opposition

Buses and trucks have not alone taken their toll of the transportation of travelers and goods in United States. All British railways are said to have lost both passenger and freight business to motor transportation systems in the past year.

Gaining Knowledge

IF, BY gaining knowledge, we destroy our health, we labour for a thing that will be useless in our hands; and if, by harassing our bodies (though with a design to render ourselves more useful) we deprive ourselves of the abilities and opportunities of doing that good we might have done with a meaner talent, which God thought sufficient for us, by having denied us the strength to improve it to that pitch which men of stronger constitutions can attain to, we rob God of so much service, and our neighbors of all that help which in a state of health, with moderate knowledge we might have been able to perform. He that sinks his vessel by overloading it, though it be with gold, and silver, and precious stones, will give his owner but an ill account of his voyage. — *Locke.*